

TWO ARE KILLED IN AUTO RACES

Dave Buck Meets Death on Elgin Track.

Elgin, Ill., Aug. 26.—The death of a driver and his mechanic when their big racing car turned turtle going at eighty miles an hour and the injury of a score of spectators when a section of the grand stand collapsed marked the second day of speed madness and record smashing at the great Elgin national road races to-day. One hundred thousand people treated death as a spectacular incident, and the sport continued until the finish of the races, with Len Zengel, driving a National car, winner of the Elgin national trophy and the thousands of dollars prize money. Zengel covered the 26 miles at an average of 64.6 miles an hour.

It was in one of the closing laps of the race that Dave Buck and his mechanic, Sam Jacobs, driving in the Pope-Hartford car, attempted to negotiate the northern turn at terrific speed. Buck struck a rut and the car threw a front tire. The huge machine turned a complete somersault. Jacobs was killed instantly. Buck was picked up with a broken hip and was rushed to the hospital, where he died this evening.

The collapse of the grand stand occurred during the first lap of the race, shortly after the start. Harry Grant, leading the field, came down the home stretch, 1,500 spectators rising to cheer him were sent into a tangle of screaming humanity as four sections of the grand stand went down like a row of dominoes. Instantly a panic seized the crowd. The soldiers guarding the course were hurriedly ordered to the scene, and by heroic efforts in calming the frightened throng probably averted the fall of the entire grand stand with its 7,000 people. Ambulances and automobiles were rushed to the stands with physicians and nurses.

LANGLEY HISTORY IN NEW ACCOUNT

Smithsonian Institution Publishes Booklet.

An account of the experiments of Samuel Pierpont Langley in aeronautics was published yesterday by the Smithsonian Institution. It is published that the world may know who the inventor of the heavier-than-air machine really was, and who made possible the glory of the Wright brothers, Curtiss, Atwood, and many others.

On May 6, 1896, Langley flew his first model of a heavier-than-air craft. It was a model of a tandem biplane, with a wing spread of thirteen feet, and a total weight of about thirty pounds. The first flight was of a minute and twenty seconds' duration, while the machine covered 3,000 feet.

The government became interested in the work and Langley was asked to build a man-carrying flying machine. Langley agreed to try, and after untold trials in finding a suitable engine, in October, 1903, completed an aeroplane. The machine failed to fly because of defective launching apparatus, and little attention was paid to Langley's protests that his theory was correct. He was ridiculed by the press, which had much to do in hastening his death.

Experts of to-day admit that with a suitable launching apparatus the machine would fly. Friends of Langley, anxious to vindicate his judgment, asked permission of the Smithsonian Institution to allow some of the present-day experts to fly it, but the officials decline, saying they wish to keep it as a monument to Langley.

GOOD BILL FOR CASINO.

Novel Dances Will Be Feature Act of Big Programme.

The new show at the Casino Theater, beginning the week's engagement tomorrow, will be more of a revelation than any bill that has been booked in Washington at popular prices. The Casino in two weeks has suddenly taken a place in the rank of the theaters catering to and drawing first-class patronage.

Topping this week's feature programme will be Texico, the European dancer, who will appear in two terpsichorean. The first will be "Arachne," a Spanish dance, which is a beautiful creation. The artist wears costly and magnificent costumes. The second part features "Lola's Dance to the Serpent," taken from Marie Corelli's novel, "Arachne." The Harmony Quintet has an act that embraces singing, dancing, and instrumental work and is a hit everywhere it plays. Thomas Potter Dunne, the character singer, monologist, "Green and Fox," "Prattling Pals," and Gaillard, the comedy club modeler, complete the vaudeville programme.

As usual, the Casino will present its first-run photo plays ahead of all other Washington theaters, and for the early half of the week two heart-interest subjects are announced. The Sunday concert to-day will be full of new features, the kind that is suitable for Sunday presentation. Several acts have been imported to appear especially to-day. Next Friday night will be the extra added attraction with all new talent.

ORIENTAL FINDS PEACE.

Child-Wife of Chinaman Happy in New Home.

Harold Moy, the Chinese chop suey cook, who has been before the Juvenile Court for the past week charged with the non-support of his baby, visited the tribunal yesterday morning with his sixteen-year-old American child-wife and the ten-month-old infant to receive a farewell lecture from Judge Callan.

He told the court that he and his wife were comfortably fixed at their new home, at 630 G street northwest. Judge Callan told Moy and his wife that they must try to understand each other and not get in trouble again. The husband and wife smiled and assured the court that they would never be brought before the tribunal again because of domestic troubles.

Tag Back with Taylor Fleet.

After being thoroughly overhauled at the works of the Maryland Steel Company, at Baltimore, the new tug Advance, of the Taylor fleet, left Friday night for Providence, R. I. The little vessel will coal at Norfolk on her way up the coast.

Lighters Being Repaired.

A number of lighters belonging to the navy, and stone hauling companies of this city are now on the marine railway at Alexandria undergoing repairs.

AMONG THE BOAT CLUBS

POTOMACS' JUNIOR CREW.

Row—Ted Quintard.
No. 2—Louis Milovich.
No. 3—George Poole.
No. 4—John Fischer.
No. 5—E. Cornelius McDonald.
No. 6—Frank T. Chamberlain.
No. 7—L. F. Hoppe.
Stroke—J. L. Vandegriff.
Coxswain—John McKinney.

Junior Single Scull, Walter Thall.

The members of the Junior eight-oared shell—Walter Thall, who will enter in a junior single scull, and a number of other members of the Potomac Boat Club, including Coach Bob Slocum and Capt. Frank Smith—will leave next Sunday for Baltimore, where they will take part in the twenty-second annual regatta of the Middle States Regatta Association, which will be held on the Patuxent River, September 4, under the auspices of the Patuxent Navy, of Baltimore.

The juniors have been out practicing for over a month and during the past two weeks have been rowing daily for the coming races, and judging from their practicing spins, they should certainly make a splendid showing. Walter Thall, who is considered the best oarsman at the club, has also been out rowing every evening. Coach Bob Slocum is confident his men will do well. The rowing trouble is that one can hardly depend on juniors, as they often get stage-fright when the race comes off, and before the race is half over they are "all in." But it is generally hoped that the many followers of the Potomacs that the men will forget the surroundings and put up a hard and steady race. If they do this they will undoubtedly land a victory.

This regatta, which is open to all amateur clubs in the world, is the largest event of its kind in the East, and from present indications it will be not only the most successful, but the most enjoyable event ever held under the auspices of the association.

The entries close Tuesday afternoon at the office of Secretary David Brown, of New York City. The conditions state that two entries from more than one club are necessary to make a race.

The races will be one mile straightaway. The list of races follows: 1, junior single sculls; 2, intermediate single sculls; 3, association senior single sculls; 4, senior single sculls; 5, junior double sculls; 6, intermediate double sculls; 7, junior quadruple sculls; 8, intermediate quadruple sculls; 9, intermediate quadruple sculls; 10, junior octuple sculls; 11, junior four-oared sculls; 12, intermediate four-oared sculls; 13, senior four-oared sculls; 14, junior eight-oared sculls; 15, intermediate eight-oared sculls; 16, senior eight-oared sculls. The association single race is open only to scullers who have never won a senior single race.

Joseph Cohan, of the National Capital Canoe Club, returned last Monday from a two weeks' stay at Colonial Beach in his seventeen-foot Morris canoe.

Thursday afternoon Messrs. Tygart and Vetta, of the National Capital Canoe Club, returned from Piney Point in their seventeen-foot Old Town canoe.

"Pat" Dempsey, manager of the National Capital Canoe Club, said that nearly all the members will have returned from their trips by Labor Day. This is the close of the season.

Messrs. Katterman and Hutchinson, of the National Capital Canoe Club, returned from a two weeks' vacation at Harpers Ferry last Thursday. They came back on a canal boat, and the trip was very enjoyable. They had with them a seventeen-foot Morris canoe.

Last Monday afternoon Messrs. Eyer and Farmer, of the National Capital Canoe Club, returned from Broadwater in their seventeen-foot Old Town canoe. The boat is fitted with 200 special silencers to draw air beneath the hull at high speed. It draws three inches of water, and when going at a rate of over seven miles an hour draws no water, but runs on air, leaving few, if any, waves behind. The boat is pointed at the bow and ten feet wide at the stern. In the first trials, which were made last week, the new boat, which is the only one of its kind in the world, created a big sensation in local boating circles, as it made a speed of eighteen miles an hour—a speed which no other boat of its size and with the same horsepower engine ever did before. Mr. Padlock and Mr. Mothers were greatly pleased with its performance. It is interesting to note that Mr. Mothers has worked on this boat for fifty years and has just realized his ambition of having the hydroplane run on air. He deserves much credit for his work. A name for the new craft will be selected this week.

Lawrence Padlock and his brother, John Padlock, took a short trip to Indian Head, where they spent about five miles down the river, last Wednesday. The actual running time in returning was one and a half hours. Mr. Padlock said the trip was most enjoyable as well as most successful from every standpoint. The writer had the pleasure of taking a short trip in the new hydroplane last Wednesday evening. Unlike all other racing boats, in which the stern sinks down in the water when going at a high rate of speed, the stern of this boat rises as the speed increases. The air from the silencers can be seen in the water from the stern. The faster the boat travels the higher it rises from the water. Another interesting feature of this boat is that while going at a rapid rate of speed it is perfectly steady and does not rock the least bit like other racing boats. Mr. Padlock said that if the hydroplane was thirty-eight feet in length and about seven feet wide at the stern it would make at least ten miles an hour better time than it does at present. Mr. Padlock expects to reach a twenty-mile an hour speed in the near future. The two prominent Coxsains will probably build another hydroplane this winter for next season. When the first notice of this new hydroplane was published exclusively in the Washington Herald, Sunday, July 30, local boatmen seemed to doubt that the new craft would be a success, but now they are all convinced of the fact that it is a wonderful invention, and large crowds of motorboat "bugs" watch the boat in action with much interest.

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Sea Food Prices Lower.
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"He who hesitates will go without his boat"—a new twist to an old saying. Nearly every one who reads this will think of at least one man of his acquaintance who is going without a boat this season simply because he delayed placing the order until late in the winter or in the spring—until all the boat builders were busy with previous orders. Perhaps you, reader, are one of those who hesitated, who put off ordering, and are going along boatless, while your friends are enjoying these glorious days on the water.

We've preached this same old sermon a great many times, but there are still many who will not heed its lesson; so, like the country parson, we turn our barbed wire of sermons upside down again, and repeat the advice to "get busy early in the year, and then you'll have your boat in time to enjoy all of next season."

In the fall and early winter the boat yards are short of work, owing to this propensity owners have of putting off their orders, later, and the orders come all in a bunch. The result is that the late ones have to wait for their boats; the builders have to put on extra men, increasing their expenses, and since boat builders are not in business for their health, the owner has to pay for it; and in some cases work is rushed so that the workmanship is not so good as it might have been if the job were not a "hurry up."

Many have already decided that they want a new boat for next season, and have even gone so far as to plan its size, its general arrangement, and its equipment. Then they wait several weeks or several months before ordering it. The wise man, as soon as he decides upon his boat, will go to his naval architect, have the plans drawn, and let the builder, with the boat builder, and rest easy during the winter, assured that he will have his boat on time. There are other advantages in ordering early. The naval architect will get out a plan in time for the owner to make changes, if he thinks they will improve the boat. The builder can get out the work as it should be done, without rushing it, in order to try to make delivery as early as he can.

If you have decided upon a boat for next season, get busy now.

George E. Sullivan, of the Capital Yacht Club, and a party of friends went to Oceaning, Va., at 9 o'clock last Tuesday morning in his hunting cabin cruiser Mermaid. He returned the same night.

Frank Conger, of the Capital Yacht Club, and party started on a short cruise down the river last Tuesday afternoon. Quantico, Va., was the first stop, and from there Mr. Conger went to Golden Point, Md. He will probably return this afternoon.

R. E. Lahayne, of the Corinthian Yacht Club, and a party of friends went to Marshall Hall at 8 o'clock last Wednesday afternoon in his 40-foot raised cabin cruiser R. Y. C. Mr. Lahayne returned Friday evening. The party included Mr. and Mrs. C. B. Miller, Mrs. R. E. Lahayne, Miss Jessie Taylor, Miss Louise Miller, Miss Florine, and Messrs. Benton, Tyler, and Holmes.

The members of the "Krazy Kamp," which is situated on the Virginia shore, about a half mile above the Aqueduct Bridge, have decided to run their camp over to the middle of September, instead of breaking up Labor Day, as originally intended. Two new boys have recently joined the camp. They are Bill Sheets and Al Gorman. Last Sunday morning the members of the camp enjoyed a baseball game with a team from the city. The camp is still the scene of many interesting and enjoyable times, and the cooking of the boys' French chef, "Francis," is a source of enjoyment to the camp. "Krazy Kamp" is certainly the most popular camp up the river.

The members of the camp follow: W. R. Crane, of the Washington Canoe Club; D. A. De Lashmutz, of the Washington Canoe Club; R. Rutherford, of the Annapolis Boat Club; B. A. Bean, of the Potomac Boat Club; Jimmy W. Birch, of the Potomac Boat Club; and C. H. Parrott, of the Corinthian Yacht Club.

The club regatta of the Potomac Boat Club, which was held Sunday, August 20, was a big success. The regatta was held at the Potomac Boat Club, and was won by the team of the Potomac Boat Club, consisting of the Potomac Boat Club, the Potomac Boat Club, and the Potomac Boat Club.

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IN THE AUTO WORLD

The 1911 Season Devoid of Important Events.

GLIDDEN TOUR A JOY RIDE

It will be an easy trip from New York to Jacksonville, with none of the features which have made the Tour Famous in the Past—Other Gossip of Interest.

The latter part of the automobile season of 1911, which comes to a close next Thursday night, will go down in motor annals as being particularly void of sporting events.

The 500-mile Decoration Day race at Indianapolis, the longest automobile race ever held in the world, was the only event held which rose to the dignity of a national race. There have been numerous small events held in different parts of the country, but they have all been local in their nature. By many the 500-mile race is blamed for the fact that the events of national importance did not take place, and that the attention of the manufacturers focused all their attention and based their hopes on this event to the exclusion of anything else in the world. Perhaps they did, but it is hardly logical that hard-headed business men, such as are the great majority of the executives of automobile manufacturing companies, would let a one-day event overshadow all other plans.

This season especially, because it was not a stock car event, hence to the buying public did not prove anything more than that automobiles could be built to cover a mile or two at a break-neck speed without falling to pieces. It is true that some of the cars entered were claimed by their entrants to be stock cars in every semblance of the word, the same type of car, with the same motor and other working parts as would be delivered to any purchaser. There was no examination of the cars, however, to see that they conformed to the specifications before the start of the event.

Glidden Tour a Joy Ride.

The Glidden tour this year was postponed from May until October owing to a lack of entries. This was not the reason given out, but it is the real one. Nevertheless, those in charge of it said that as the 1911 season was so near over many of the manufacturers did not care to enter 1911 models but would prefer to wait until after the next season's product was out. As it turns out the Glidden is not to be a real tour, but, instead, a joy ride from New York to Jacksonville, Fla. In seasons past it has been a real tour, under the rules of grade one of the American Automobile Association which call for a technical examination before the start, penalization for everything done en route, and a technical examination before the start of the tour.

Robert Dove has left in his Chalmers for Philadelphia, Atlantic City, and New York for an extended stay. James Flynn, manager of the Zell motor car, representing the Hupmobile in this city, has been informed that Charles D. Hastings, former assistant general manager, has been appointed general manager of the Hup Motor Car Company, to succeed R. C. Hupp, who recently resigned. Automobiles are quick to complain about poor roads or lack of what seems to be care in maintaining them. However, they fail to realize that by exercising care in driving they can help to keep roads in good condition. If instead of dropping into a rut or spot where the macadam has worn away they would do much to prolong the life of a roadway, for this would spread the travel over ten or twelve feet of roadway.

Savannah feels that it is being slighted in not having the Glidden tour pass through that city and the date fixed so that the participants can be on hand to see the Vanderbilt and Grand Prix races which are to take place in that city the last of November. The Savannah Automobile Club, which has the races in charge, has not given up hope that things may be suitably arranged yet. They feel that there are many who would come through in their cars for the races if the Glidden could be arranged to arrive in their city the day preceding the running of the Vanderbilt.

According to reports from the Hudson factory, the sale of this car will be more than six times as great for 1912 than it was for the season just closing. Orders already booked show this enormous gain. The ranchers of this country, who do most of their work by self-propelled machinery, are using Hudson cars to visit the different parts of their farms, and find that they give the utmost satisfaction. Dr. L. B. Mason left yesterday in his Stoddard Dayton on a week-end trip to The Plains, Virginia.

The Anderson Electric Car Company, of Detroit, manufacturers of the Detroit electric, who are represented in this city by Emerson & Orme, will next year build a four-ton electric truck. They will also continue to manufacture the one truck which has already proven so successful. New York to bring back over the road a 1912 Cole 30 roadster.

One of the most important requirements in setting up a new spark plug is to see that the ends of the platform points are flat and parallel. In cutting off wire for these points cutting pliers are used, with the result that the ends are left in the shape of a broad V. Now, as the sharp edges of the V are likely to be at any angle to one another, it generally happens that the actual sparking area is but little more than the diameter of a small pin. The natural result is a weak spark, and the novice may look a long time before finding the real cause of a four-ton electric truck.

Dr. J. T. Kelly left yesterday in his Pope Hartford for a two weeks' trip through Virginia. He will go as far south as Worthville, following the pike down the Shenandoah Valley. A new road is being built from Frederick, Md., to Harpers Ferry, and it has been so far completed that motorists will have but little trouble in getting through. When this piece of pike is finished it will offer the best route to the Shenandoah Valley, and be but ten miles farther than the route by Whites Ferry.

For 1912 the Cadillac will bring out a car equipped with an electrical self-starter and electric lighting system. This is the first time that electricity has been used as a self-starter in a motor car. The adoption of the dynamo for ignition supplies the magnetism. The driver has two complete ignition systems, as his command—the dynamo and the Delco distributor system, each with its individual set of spark plugs.

To start the motor the clutch is slipped and an automatic engagement is made between the gear teeth on the dynamo and the teeth on the fly wheel. The current from the storage battery operates the dynamo, which for a moment becomes an electric motor and the engine is turned over. As soon as the motor starts the pressure on the clutch pedal is released and the dynamo becomes a generator and the Delco distributor system, each with its individual set of spark plugs.

The Commercial Auto and Supply Company has sold a 1911 E-M-F touring car to Capt. William Lockett and a Flanders 1912 roadster touring car to W. E. Mooney. The Abbott Detroit Building, which is making a 300-mile trip around the country, is at present in the city.

George A. Bentley leaves this week in his Royal underdog roadster on a trip to Atlantic City. The Commercial Auto and Supply Company has sold a 1911 E-M-F touring car to Capt. William Lockett and a Flanders 1912 roadster touring car to W. E. Mooney.

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FIVE-TON COMMER TRUCK, \$4,500 COMPLETE. ACTUAL RESULTS—AND A GUARANTEE

Commer Trucks are in use in every country in the world and have been adopted as the standard truck by the British army. The first Commer Truck, built seven years ago, is still in use, after being driven 200,000 miles. The gear box is foolproof and guaranteed for two years. In tests over Washington streets this truck averaged seven miles to the gallon of gasoline, and we guarantee the motor to run 100 miles on a quart of oil.

THE COMMER TRUCK

2½-TON 3½-TON 4½-TON 6½-TON

But we do not expect you to buy a Commer Truck solely because of our statements. Before selling you, we prefer that you test it in actual service for our mutual protection. If you buy, the truck will be guaranteed as follows:

If, in the opinion of the purchaser, after ninety days' trial, any Commer Truck does not deliver the service as requested by the purchaser and accepted by our expert, we will agree to take back said Commer Truck and refund the purchase price of same minus a reasonable charge per mile.

We can make this commercially sound selling agreement because the Commer Truck is commercially sound. Its worth has been so positively proved through the past seven years that every possible element of risk in its construction has been eliminated. The Commer is the world's best high-duty motor truck.

Mr. Merchant, let this truck solve your delivery problem.
MOTOR SALES CO., 811 17th St. N. W.
PHONE M. 7038.

country, is at present in Seattle, Wash., where the front wheels are being fitted with runners and the rear with steel-wheeled tires previous to being shipped to Alaska. The crew hope to drive the car from Skagway to Dawson City through the gateway of the Yukon.

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George A. Bentley leaves this week in his Royal underdog roadster on a trip to Atlantic City. The Commercial Auto and Supply Company has sold a 1911 E-M-F touring car to Capt. William Lockett and a Flanders 1912 roadster touring car to W. E. Mooney.

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